Message Text

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ORIGIN EB-07

INFO OCT-01 NEA-10 ISO-00 L-03 AF-06 IO-10 FRB-01 OMB-01

TAR-01 SP-02 AGR-10 AID-05 CIAE-00 COME-00 INR-07

LAB-04 NSAE-00 OIC-02 SIL-01 TRSE-00 CIEP-02 CEA-01

STR-04 /078 R

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R 032328Z NOV 75 FM SECSTATE WASHDC TO AMEMBASSY KUWAIT

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E.O. 11652: N/A

TAGS: EWWT, KU

SUBJ: UN CONVENTION ON A CODE OF CONDUCT FOR LINER CONFERENCES

REF: A) KUWAIT 4464; B) STATE A-5007, 6/19/74

- 1. COPY OF REF B BEING POUCHED FYI.
- 2. CODE CONVENTION, DEVELOPED UNDER AEGIS OF UNCTAD, WAS ADOPTED APRIL, 1974, BY VOTE OF 72 TO 7 (US), WITH 5 ABSTENTIONS. US VOTED AGAINST ADOPTION AND CONTINUES TO OPPOSE CODE IN PRESENT FORM. CERTAIN MAJOR PROVISIONS ARE OBJECTIONABLE: MEMBERSHIP PROVISIONS WHICH WILL ENCOURAGE CONTINUATION OF CLOSED CONFERENCES; CARGO SHARING PROVISIONS WHICH WILL CARTELIZE TRANSPORTATION OF TRADE; AND PROVISIONS ON FREIGHT RATES WHICH WOULD FREEZE UNCLASSIFIED

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THEM FOR UNDULY LONG PERIODS (15 MONTHS). WHILE CODE

SUPERFICIALLY RESEMBLES MANY U.S. REGULATORY STANDARDS CONTAINED IN OUR SHIPPING LEGISLATION, IT RESTS ON ECONOMIC PHILOSOPHICAL ASSUMPTIONS MARKEDLY DIFFERENT FROM THOSE UNDERLYING U.S. ECONOMIC POLICY. THE PROVISIONS, ESPECIALLY THOSE ON MEMBERSHIP AND RESPONSIBILITIES OF CONFERENCES, CARGO SHARING, AND FREIGHT RATES REFLECT AN ECONOMIC APPROACH BASED ON CENTRAL PLANNING, ECONOMIC CONTROL AND ALLOCATION OF MARKETS WHICH IS INCOMPATIBLE WITH U.S. EMPHASIS ON ROLE OF COMPETITION AND COMMERCIAL JUDGMENT. MOREOVER, CONCILIATION PROCEDURES FOR RESOLVING DISPUTES AS FINALLY INCORPORATED INTO CODE MAY WELL PROVE TO BE

COSTLY, TIME-CONSUMING AND A DECISION-DELAYING MECHANISM DETRIMENTAL BOTH TO SHIPPING AND TO SHIPPERS. CODE IS ALSO LACKING FROM STANDPOINT OF LEGAL CLARITY AS TEXT WAS NEVER REVIEWED BY LEGAL DRAFTING GROUP.

3. ON BALANCE, ADOPTION OF CODE BY U.S. WOULD NOT APPEAR TO PRODUCE ANY NET BENEFIT TO AMERICAN ECONOMY OVERALL OR TO AMERICAN SHIPPING LINES OR SHIPPERS. IT IS ALSO

DUBIOUS WHETHER SOME OF THE MORE HIGHLY-TOUTED PROVISIONS (CARGO SHARING AND FREIGHT RATES) WILL PRODUCE BENEFITS TO MANY OF THE DEVELOPING COUNTRIES. IN FACT, CERTAIN OF THE CODE'S PROVISIONS MAY WELL WORK IN THE END TO REDUCE SERVICE AND INCREASE COSTS OF LINER SHIPPING TO MANY DEVELOPING COUNTRIES.

4. OUTLOOK FOR ENTRY INTO FORCE OF CODE IS UNCERTAIN AT BEST AT THIS TIME. TO BE IMPLEMENTED, 24 COUNTRIES REPRESENTING 25 PERCENT OF WORLD LINER TONNAGE MUST BECOME CONTRACTING PARTIES. TO DATE, 10 COUNTRIES REPRESENTING APPROXIMATELY 1.4 PERCENT OF WORLD TONNAGE HAVE BECOME PARTIES. IN THE EVENT, CODE IN PRESENT FORM IS NOT

IMPLEMENTED WITHIN FIVE YEARS OF ADOPTION DATE, A REVIEW CONFERENCE WILL BE CONVENED TO CONSIDER REVISIONS TO THE PRESENT DOCUMENT. IF IT ENTERS INTO FORCE, A REVIEW CONFERENCE WILL BE HELD FIVE YEARS FROM DATE OF IMPLEMENTATION. KISSINGER UNCLASSIFIED

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Message Attributes

Automatic Decaptioning: X Capture Date: 01 JAN 1994 Channel Indicators: n/a

Current Classification: UNCLASSIFIED

Concepts: MARINE TRANSPORTATION, MARITIME LAW, MEETINGS, STEAMSHIP LINES Control Number: n/a

Copy: SINGLE Draft Date: 03 NOV 1975 Decaption Date: 01 JAN 1960 Decaption Note: Disposition Action: n/a Disposition Approved on Date: Disposition Authority: n/a Disposition Case Number: n/a Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:

Document Number: 1975STATE260281 Document Source: CORE Document Unique ID: 00 Drafter: JPSTEINMETZ:BST

Enclosure: n/a Executive Order: N/A Errors: N/A Film Number: D750382-0045

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